



WAYFARER NOVEMBER 2017

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
November 2017

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The opinions expressed in **WAYFARER** are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

The Editor is not responsible for factual errors, or errors of spelling and English usage, in submitted articles.

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Front cover:

The warm up act for the IndyCars at Watkins Glen, photo by Robert Taylor

Editorial/Comp Sec news

I know things take me longer to do, but where does the time go. Another year has nearly finished. Last weekend we had two World Champions crowned – Lewis Hamilton for the fourth time in Mexico and Seb Ogier for the fifth time in Wales on the Daysure Wales Rally GB. At the sametime we saw the future in the shape of Max Verstappen and Elfyn Evans, just they need a reliable car. Also on Sunday a former club rally driver got the top of his profession now as a Team Boss, Malcolm Wilson, as M-Sport become the World Champions. Not forgetting Seb's and Elfyn's co-drivers Julien Ingrassia and Daniel Barritt.

Whilst Seb/Julien and Elfyn/Daniel were spraying the champers in Llandudno Richard and I were arriving on town having finished the National Rally of the Daysure Wales Rally GB, 26th overall and 6th in class. An in depth report will be published in the next issue.

At our last committee meeting we were joined by Andrew Actman, the MSA regional development officer (RDO). His main role to increase membership in MSA clubs, like ours. At the moment he is talking to/visiting colleges/universities who run motoring/motorsport courses and pairing Clubs with colleges/universities. We have tried to get Southgate to come to our events, with some success, but at the moment they aren't running any courses. For us the main problem is having enough members to look after them and give them have enough events to do, so we need to use the Anglia Motor Sport Club better.

Time is against me to write up an article on the Treasure Hunt, which I was part of a team with Brian Aldridge and Mel Camp (maybe we will get two articles if Mel does one as well), the results are on page 21. There should one on the Daysure Wales Rally GB, which Richard and I finished 25th overall.

The next issue should have more on our plans for 2018, including the date for the Awards Dinner and a new venue. The North Weald Sprint has moved to a warmer date of Sunday 29th July.

Chris Deal

Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events run by member clubs which only need a membership card. The purpose in forming the group was to combat the decline of grass roots motor sport in East Anglia. All of the clubs involved were to a greater or lesser extent suffering from lack of competitors, organisers, and marshals for the events that they were running, and needed to pool resources in order to keep the events viable. At the time, the MSA had quite restrictive rules governing who could or could not be invited to club level events, and the idea of an umbrella club was formed as a survival mechanism that would allow us to remain compliant with the rules of the MSA.

Member Clubs are Cambridge CC, Chelmsford MC, Eastern Counties MC, Falcon MC, GBMC, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

Herts County A&AC have also joined.

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Sun 5 th Nov 2017	Rally	Targa	Clubmans	AMSC	CMC	2017 Targa Challenge
Sun 5 th Nov 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2017 / 2018 Trials Challenge
Sun 12 th Nov 2017	Trial	Car Trial	Clubmans	AMSC	SCCoN	2017 / 2018 Trials Challenge
Sun 10 th Dec 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2017 / 2018 Trials Challenge

Club Diary

Wednesday 13th December - Xmas Meal (you probably too late, but ask Mel)

Send in your action photos for the magazine and any news or stories

Competition Calendar

Date	Events	Club	Venue/Start	Format
10-13/11/17	RAC Rally	RAC MC	Leominster	MV Stages Rally
02-03/12/17	The Preston	CMC	Suffolk/Norfolk	Road Rally
09-10/12/17	Rockingham Stages	MCAC	Rockingham	SV Stages Rally
29/12/17	Loco Two Stages	S&CMC	Bramley Camp	SV Stages Rally
20/1/18	Brands Hatch Stages	CMC	Brands Hatch	SV Stages Rally
3/2/18	AEMC Training Day	AEMC	Cambridge	Training Day
18/2/18	Snetterton Stages	AMSC	Snetterton	SV Stages Rally

Show Calendar

Autosport International Show 11-14 January 2018 at the NEC Birmingham

Motorsport at the Palace will be back to the Spring Bank Holiday weekend in 2018.

SELECTED EVENTS IN 2017

5 Nov – London to Brighton, Veteran Car Run

Motor Museums

Bicester Heritage, Bicester, Oxon

Brooklands, Weybridge Surrey

Cotswold Motor Museum, Bourton on the Water, Gloucester

Coventry Transport Museum, Coventry, Warks

David Sutton Rally Car Museum, Daventry, Northants

Heritage Motor Centre, Gaydon, Warks

Haynes International Motor Museum, Sparkford, Somerset

Ipswich Transport Museum, Ipswich, Suffolk

London Motor Museum, Hayes, W London

National Motor Heritage, Beaulieu, Hants

Whitewebbs Museum of Transport, Enfield

CHAMPIONSHIP POINTS - 2017

Trent Park Trophy

										Total
Rob Choules	290	230	350	251	275	350	149	230	350	2475
Malcolm Wise	275	149	251	149	149	149	251	149	290	1812
John Start	200	350	200	149	251	251	350			1751
Richard Warne	251	50	323	245	275	275	251			1670
Chris Deal	50	323	245	275	251					1144
Mick Davies	200	251	350							801
Chris Jones	251	251	230							732
Steve Greenhill	179	209	242							630
Glenn Pickett	149	149	170							468
Adi Andrei	251	119								370
Grant Shand	350									350
Niall Moroney	350									350
Anna Greenhill	305									305
Paul Phillips	275									275
Martyn Andrews	209									209
Rob Cook	143	50								193
Martin Preston	149									149
Mark Blackmore	50									50
Matt Blackmore	50									50

Glover Trophy

1st Grant Shand (100), 2nd Paul Phillips (75), 3rd Adi Andrei, Chris Jones and Richard Warne (67), Steve Greenhill (64), John Start and Mick Davis (50), Glenn Pickett and Malcolm Wise (33), Rob Cook (5).

Chalk Trophy

1st Rob Choules (670), 2nd John Start (467), 3rd Mick Davis (217), Chris Jones (194), Richard Warne (142), Glenn Pickett (106), Adi Andrei (90), Paul Phillips (75), Malcolm Wise and Martin Preston (33), Frank Trueman (17).

Single Venue Rally – Driver

1st Grant Shand (100), 1st Niall Moroney (100), 3rd Richard Warne (96), 4th Mark Blackmore (5).

CHAMPIONSHIP POINTS - 2017

Single Venue Rally – Co-Driver

1st Steve Greenhill (107), 2nd Chris Deal (96), 3rd Anna Greenhill (85), Rob Cook (36),
Matt Blackmore (5).

Multi Venue Rally – Driver

1st Richard Warne (207)
2nd Martyn Andrews (53)

Multi Venue Rally – Co-Driver

1st Chris Deal (207)
2nd Steve Greenhill (53)



Gavin Pink at Woodbridge in 2015

2017 BTCC CALENDAR

April 1-2	Brands Hatch (Indy) R1 T. Ingram, R2 G. Shedden, R3 A. Jordan
April 15-16	Donington Park R1 A. Moffat, R2 T. Ingram, R3 C. Turkington
May 6-7	Thruxton R1 M. Neal, R2 R. Collard, R3 C. Turkington
May 20-21	Oulton Park R1 A. Jordan, R2 A. Sutton, R3 G. Shedden
June 10-11	Croft R1 A. Sutton, R2 C. Turkington, R3 M. Jackson
July 29-30	Snetterton R1 A. Sutton, R2 A. Sutton, R3 G. Shedden
August 12-13	Knockhill R1 J. Plato, R2 A. Sutton, R3 T. Ingram
August 26-27	Rockingham R1 J. Cole, R2 A. Sutton, R3 A. Jordan
Sept 16-17	Silverstone R1 T. Ingram, R2 J. Goff, R3 M. Neal
Sept 30-Oct 1	Brands Hatch (GP) R1 A. Moffat, R2 C. Turkington, R3 R. Austin

2017 Formula 1 World Championship

26-Mar	Australian GP	Melbourne	Vettel, Ferrari
09-Apr	Chinese GP	Shanghai	Hamilton, Mercedes
16-Apr	Bahrain GP	Bahrain	Vettel, Ferrari
30-Apr	Russia GP	Sochi	Bottas, Mercedes
14-May	Spanish GP	Barcelona	Hamilton, Mercedes
28-May	Monaco GP	Monte Carlo	Vettel, Ferrari
11-Jun	Canadian GP	Montreal	Hamilton, Mercedes
25-Jun	Azerbaijan GP	Baku	Riccardo, Red Bull
09-Jul	Austria GP	Spielberg	Bottas, Mercedes
16-Jul	British GP	Silverstone	Hamilton, Mercedes
30-Jul	Hungarian GP	Budapest	Vettel, Ferrari
27-Aug	Belgium GP	Spa-Francochamps	Hamilton, Mercedes
03-Sep	Italian GP	Monza	Hamilton, Mercedes
17-Sep	Singapore GP	Singapore	Hamilton, Mercedes
01-Oct	Malaysian GP	Sepang	Verstapen, Red Bull
08-Oct	Japanese GP	Suzuka	Hamilton, Mercedes
22-Oct	USA GP	Austin	Hamilton, Mercedes
29-Oct	Mexico GP	Mexico City	Verstapen, Red Bull
12-Nov	Brazilian GP	Interlagos	
26-Nov	United Arab Emirates GP	Abu Dhabi	

2017 World Rally Championship

19-22 Jan	Rally of Monte Carlo	S. Ogier/J. Ingrassia	Ford
09-12 Feb	Swedish Rally	J. Latvala/M. Anttila	Toyota
09-12 Mar	Rally of Mexico	K. Meeke/P. Nagle	Citreon
06-09 Apr	Rally of Corsica	T. Neuville/N. Gilsoul	Hyundia
27-30 Apr	Rally of Argentina	T. Neuville/N. Gilsoul	Hyundia
18-21 May	Rally de Portugal	S. Ogier/J. Ingrassia	Ford
08-11 Jun	Rally of Italy	O. Tanak/M. Jareoja	Ford
29Jun-2Jul	Rally of Poland	T. Neuville/N. Gilsoul	Hyundia
27-30 Jul	Rally of Finland	E. Lappi/J. Ferm	Toyota
17-20 Aug	Rally of Germany	O. Tanak/M. Jareoja	Ford
05-08 Oct	Rally of Spain	K. Meeke/P. Nagle	Citreon
26-29 Oct	Wales Rally GB	E. Evans/D. Barritt	Ford
16-19 Nov	Rally of Australia		

MOTORSPORT on TV

F1 on C4 (same live) , WRC on C5 (highlights on Tuesday evenings), BTCC on ITV4 (live with support races), British Rally Championship - BRC on C4 (highlights on Saturday mornings the week after), Goodwood events on ITV4 (highlights), Formula E on Spike (Freeview ch31, live), FreeSports (Freeview ch95) shows some Motorsport.

AEMC Sprint Championship 2018

	Sunday 25 th March	Rockingham	BARC (Mids)
	Sunday 8 th April	Abingdon	Sutton & Cheam MC
	Sunday 22 nd April	Hethel	Borough 19MC
*	Sunday 29 th April	North Weald	Sevenoaks & DMC
	Sunday 6 th May	Debden	Herts County
	Saturday 19 th May	Snetterton	Borough19 MC
	Sunday 20 th May	Snetterton	Borough19 MC
	Saturday 9 th June	Abingdon	Sutton & Cheam MC
	Saturday 14 th July	Lydden	B19/7Oaks/TWMC
	Sunday 29 th July	North Weald	GBMC/Harrow CC
	Sunday 5 th August	Hethel	Borough 19 MC
*	Saturday 11 th August	Curborough	BARC (Mids)
	Sunday 9 th September	North Weald	Harrow CC/GBMC
	Saturday 22 nd September	Goodwood	TWMC/7Oaks
	Saturday 29 th September	Curborough	BARC (Mids)
	Sunday 7 th October	Debden	Herts County
*	Saturday 20 th October	Rockingham	BARC (Mids)

*- To be confirmed



The Club needs volunteers to help with the following:-

Marshalling at club events, Posting news and forthcoming events on our Facebook page, Organising quarterly club night events /rally school

2018 BTRDA Rally Series

17 th February	Cambrian Rally	North Wales
3 rd March	Malcolm Wilson Rally	Lake District
14 th April	Rallynuts Stages Rally	Mid Wales
12 th May	Plains Rally	West Wales
9 th June	Carlisle Stages	Kielder Forest West
14 th July	Nicky Grist Stages	Mid Wales
1 st September	Eventsigns Woodpecker Stages	Shropshire/Welsh Border
29 th September	Trackrod Forest Stages	North Yorkshire

Motorsport News Circuit Rally Championship 2017/18

4 th November	Neil Howard Stages	Oulton Park
19 th November	NHMC Cadwell Stages	Cadwell Park
3 rd December	Knockhill Rally	Knockhill
20 th January	Brands Hatch Stages	Brands Hatch
18 th February	Snetterton Stages	Snetterton
4 th March	Donington Rally	Donington
18 th March	Lee Holland Memorial Rally	Anglesey Circuit
8 th April	Border MC Cadwell Park	Cadwell Park



Contact David Hughes, club secretary, on 01707 651280 or secretary@greenbeltmc.org.uk

MSA Asphalt Rally Championship 2018

10/11 March	Tour of Epynt
11/12 May	Manx National Rally
8/9 June	Rally van Wervik (Belgium)
21 July	Down Rally (Northern Ireland)
25/26 August	Mewla Rally
20/21 October	Cheviot Stages Rally

MSA British Historic Rally Championship 2018

24 March	North Wales Stages	Run to the new Rally 2WD format
20 April	Pirelli Rally	2WD drives will go first
8/9 June	Carlisle Stages	Historic cars will be first on the road
23 June	Red Kite Stages	Run to the new Rally 2WD format
29 July	Harry Flatters Rally	Asphalt event on the Epynt ranges
13-15 September	Rally Isle of Man	Asphalt event on closed public roads
28/29 September	Trackrod Historic Cup	Format to be confirmed

Selective 2018 event dates

17/18 March	Members Meeting	Goodwood
27/28 May	Motorsport at the Palace	Crystal Palace
16/17 June	Le Mans 24 Hours	Le Mans
12-15 July	Festival of Speed	Goodwood
20-22 July	Silverstone Classic	Silverstone
7-9 September	Revival Meeting	Goodwood

2018 World Rally Championship

25-28 Jan	Rally of Monte Carlo
15-18 Feb	Swedish Rally
08-11 Mar	Rally of Mexico
05-08 Apr	Rally of Corsica
26-29 Apr	Rally of Argentina
17-20 May	Rally de Portugal
07-10 Jun	Rally of Italy
26-29 Jul	Rally of Finland
16-19 Aug	Rally of Germany
04-07 Oct	Wales Rally GB
25-29 Oct	Rally of Spain
15-18 Nov	Rally of Australia

MOT EXEMPTION FOR VEHICLES MORE THAN 40 YEARS OLD

Have you been keeping an eye on the very controversial new government proposal that sees most vehicles built before 1977, with some exceptions, will be exempt from their annual MoT inspection, it's been discussed at great lengths in the specialist motoring and classic car magazines?

The UK government has been told by Brussels that the UK annual vehicle test (MoT) is now outdated and has to change in keeping with today's modern cars. I know, we're supposed to be leaving the EU, but until then, we have to continue to follow their instructions! So, as of May 2018 cars over 40 years old (built before 1977), will be exempt from the MoT, but the onus will be on owners volunteering to present their vehicle at a MoT test station if they feel their car needs it, or if they want to keep the MoT record for their vehicle.

Currently only pre-1960 cars are eligible (according to Department of Transport figures, around 197,000 vehicles) to be exempt from MoT testing. But when the new legislation kicks in it will bring in another 293,000 vehicles under the exemption umbrella. According to the DfT, these cars are "*usually maintained in good condition and used on few occasions*"!

The decision may also ease concerns that some MoT test stations may not be adequately testing cars over this age, as the modern MoT applies less to cars of this age. DfT went on to say "*We consider the element of risk arising from taking vehicles over 40 years old out of the testing regime is small. The option for owners to submit their vehicles to a voluntary MoT test will remain and they will still, like all vehicle owners, need to ensure that they meet the legal requirement of keeping their vehicle in a roadworthy condition at all times*".

Having taken part in the consultation earlier this year via the Ford RS Owners Club, I disagreed with the new proposal of MoT exempting most vehicles over 40 years old (there are some vehicles that the exemption will not apply, most HGV's and passenger carrying vehicles) mainly because despite most classic vehicle owners keeping their cars in good condition, you do need a professional tester to inspect the vehicle annually checking for any badly worn components or dangerous problems, or any unseen issues like chassis corrosion the owner may have missed, or not realised!

What do the new proposals mean to us? It makes no difference to our newer vehicles of course; they will still need their annual, and more stringent, MoT inspection when they approach their third anniversary and beyond, but if you're lucky to own a 1965 Mini, 1969 Jaguar Mk2 or a 1974 Triumph Spitfire etc. (sorry Richard it will not apply to our 1978 Ford Escorts yet), these cars will not need to have the annual MoT inspection from May 2018!

I have also read that some 40+ years old vehicles that have been modified will not be MoT exempt! As yet there are no clear definitions from the DfT what “modified” means!

What will I do when my own classic car is MoT exempt? I will continue having the car tested annually whatever the test procedure consists of. Furthermore, if I was looking at purchasing another classic car, if it’s 40+ years old, I would insist the vehicle had a current MoT style test certificate before I considered purchasing the vehicle. Likewise, if I were to sell a 40+ years old vehicle, I would be a lot happier knowing that the vehicle I was selling had a current test certificate.

The new legislation also brings it into line with the “Historic” Vehicle Excise Duty exemption which is also on a rolling 40 year threshold.

Further details can be found on www.gov.uk/getting-an-mot.

Loyd Gerken

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CHIEF MARSHALS MUTTERINGS

Since the last magazine I have been quite busy with mainly local events.

September 17th was another visit to Wethersfield for the Cambridge Car Club Autosolo/Autotest which managed a reasonable entry even though there was a conflict with other events in the South of England. I looked after one of the Tests including timing the competitors. As autumn is now with us it is time to wrap up for a day outdoors although it was a pleasant and, more importantly as far as I’m concerned, dry day.

The following weekend, September 24th, was the much vaunted Chelmsford Multi-Venue Targa Rally. Although multi-venue Targa’s are run in other parts of the country they have normally been run in the Eastern Counties at a single venue, usually a disused airfield, where multiple tests can be run at the single location and far fewer people are needed to organise and run the event. The Chelmsford event was based around the Thetford area and used many different sites comprising of farm tracks, stubble fields and the like and had attracted a magnificent entry of around 100 cars. I was assigned as a Test Commander and Start Marshal for a farm track test which was run a couple of times and which kept me busy setting the cars off at one minute intervals, signing their timecards, keeping check sheets and handing the crews additional paperwork.

Following 'my test' competitors went straight into some stubble field layouts which I drove through after the event and thought they had cut up and roughened quite badly which, from old experiences, we know is always going to be the case with stubble and was not unexpected, but the event seemed to be well received by the competitors.

Into October now for an Autosolo on the 2nd where I was on a stopwatch at a new venue on the STANTA ranges near Thetford. This was an initiative by SCCoN to try somewhere different to the wide open airfields normally used for this type of event. They managed to make good use of tracks within a confined area and the competitors seemed to like the change.

The 8th meant a trip up the A1 for safety radio duties at Fullbeck Airfield on the Howard Palin Stages Rally, a venue that always attracts a good entry, mainly from the Midlands area.

Closer to home on the 15th, I went over to Ivinghoe to marshal the hills of the Falcon Trial. I'd not been to this venue before and it looked ideal for this type of event. Although being a 'field' it had varying terrain available making it a real test for the competitors, with a 'clean' run through a test being possible but few and far between.

Another day with a stopwatch at an Autosolo on the 22nd, this time it was the West Suffolk MC event at Debden which was the final round of the Anglian Motor Sport Club series which has attracted good entries throughout. It does seem that this has rapidly becoming a popular motorsporting discipline, I guess because no special equipment or licensing is required and standard road cars are used which must be driven to and from the venues. Most of the events also run an Autotest class alongside the Autosolo which runs on exactly the same tests but does allow cars to be trailered to the event so non taxed and insured cars and more specialised Autotest-ing cars can be brought along.

Finally to finish off October I went to marshal for a day at Cholmondeley Castle on Wales Rally GB on the 28th. It is usually against my better nature to marshal at a spectator stage, which this is, and there were many thousands of spectators there. This was a Rallyfest location geared for the spectators with many attractions, I can't say what they were as I never saw any of it! Being located at the crossing point where spectators had to cross the stage route to get from the main car park into the stage we were kept busy all day.

The National Rally competitors came through from about 11am, when I did manage to sneak a look as Green Belt members Richard Warne and Chris Deal came past in their Escort but in all honesty I didn't actually get to see very much of anything because of where I was and the numbers of spectators we had to deal with and ensure they got safely across the track between the competing cars. There was activity on the stage from 9am with demonstration runs and convoys of historic rally cars, supercars and motorbikes followed by the National Rally at 11am and then the demo's and convoys continued again up until the International section of the Rally came through at 4pm.

By the time the Internationals were due there were so many spectators that I could hardly see the track, and we were kept busy controlling them as they all seem to want to continuously cross the track during the minute gaps between cars. Once the first 15 cars had been through it all went into reverse and it became a continuous mass exodus with people coming out in between the remaining cars.

It did remind me why I had avoided going back to marshal spectator stages for so many years, but I did get to hear, rather than see, the new generation WRC cars and the stand out aural impression was that Hyundai seem to be the only manufacturer to have brought back the noisy ant-lag system where you get the shotgun effect each time they change gear, the others were a lot quieter.

OK, so what's coming up:

5 th November	Chelmsford Targa Rally at Wethersfield
12 th November	SCCoN Trial at Lyng nr Bury St Edmunds
18/19 th November	Cadwell Park Stages, round 2 of the MSVR Challenge
23 rd December	Chelmsford's Preston Road Rally
9/10 th December	- Rockingham Stages

These are the ones I'll probably be at, hopefully I may see some of you out somewhere soon.

John Davie

ROBERT'S RACING ROUND UP

Club Chairman Malcolm Wise has recently made three visits to Brands Hatch circuit in Kent. He did this in order to compete in the five races that comprised rounds 10 to 14 in the Quaife Modified Saloon Car Championship (QMSCC).

In three of these races his white and yellow turbocharged Ford Escort Cosworth finished in second place overall. In the other two events it was third and fourth.

Although there are still two races to go in this championship, Malcolm will not be taking part in either of them. This is because his car's 700bhp Cosworth engine has problems that cannot be repaired in time.

During the course of the whole of the 16 event season Malcolm will have recorded five finishes in second place overall, two in third place and one fourth position. Sadly he has retired from two races and will have non-started six times.

In the class for under 2050cc four wheel drive cars, in which his Escort Cosworth competes, his eight finishes were equally split between second and third places.

Nevertheless this was far from being an unsuccessful season for him because, although he only finished in half of the races, he was very much a front runner in nearly all of those outings.

This meant that, despite the fact that he was only placed tenth in the overall championship points table, he has definitely secured third place in his very fiercely contested class.

Rounds ten and eleven of the QMSCC formed part of Motor Sport Vision Racing's Deutche Fest event – where most, but not all, of the races on Brands Hatch's 1.2 mile long Indy Circuit were for German cars.

On the 11th of the 13 practice laps that he completed Malcolm recorded his best time of 52.3 sec (83.0 mph). This was third fastest and it was only 1.5 sec slower than Rod Birley's Ford Escort WRC which, as usual, grabbed pole position.

However Malcolm was a bit disappointed that he was not second fastest. That position went to Paul Adams in his Ford Focus who, despite being in a different class for non four wheel drive cars, was a tenth of a second quicker than our man.

Malcolm took the rolling start of the first race with Birley's Escort WRC and Adams's Ford Focus ahead of him on the front row. The car that was beside him on the second row of the 16 car starting grid was Tony Skelton's ultra rapid Renault Clio.

Once the race got under way Malcolm immediately pulled clear of Skelton's Clio as well as overtaking Adams's Focus, during the course of the first lap.

So our man found himself in an unchallenged second place for the rest of the race. He was able to keep up with Rod Birley's leading Ford Escort WRC but he could not get past him. At the end of the 17 laps, that most of the field managed to complete in the 15 minutes allotted for this race, he took the chequered flag just one second behind Birley.

On his penultimate lap he had the satisfaction of depriving Rod Birley of the honour of achieving the fastest lap time in the race. His time of 52.0 sec (83.6 mph) was 0.2 sec faster than anything that his arch rival Birley could do.

The second QMSCC race started with Malcolm thinking about trying to get ahead of Birley, who had started beside on the front row of the grid, as they rounded the first corner, Paddock Hill Bend. However he decided that this was not going to work and slotted in behind Birley's dark blue and yellow Escort WRC.

Three quarters of the way around the first lap it all went a bit pear shaped for our club chairman. His car was hit, quite hard, by Tony Skelton's Clio who was making what turned out to be a rather ill-judged lunge on the inside of McLaren Corner.

Closely following Paul Adams, in his Ford Focus just managed to miss Malcolm's car by going onto the grass run-off area, and our man dropped down to 14th and last place.

Having managed to convince himself that his car was still capable of performing satisfactorily at racing speeds, Malcolm spent the remaining 16 laps of the race carving his way back up the field. He was so successful in doing this that he passed no less than ten cars during the rest of the race, and took the chequered flag in fourth place.

For this excellent piece of race driving he received the Driver of the Day Award.

The next motor racing meeting that Malcolm attended was MSVR's Supercar Challenge. Although this event was also at Brands Hatch it was unusual in two respects.

Firstly it was not run the usual kidney shaped 1.2 miles long Indy Circuit but on the 2.4 mile Grand Prix Circuit which hosted the British Grand Prix twelve times, between 1964 and 1986. Secondly there was only one event, instead of the usual pair of races, for the QMSCC contenders.

Prior to this race meeting some adjustments were made to the anti-roll bar in the rear suspension of Malcolm's Escort in an attempt to make its handling a bit less "skittish".

The 15 minute pre-race practice session was the first time that Malcolm had driven on this longer version of the Brands Hatch circuit for two years. Consequently he initially had a bit of re-learning to do about braking points and the best lines to take through the corners.

Nevertheless he managed to clock a best time of 1min 44.5 sec (83.5 mph) which was one second slower than Adams's Ford Focus and 5.3 sec behind pole man Birley. Despite these gaps he felt that there was definitely more to come from his Escort Cosworth.

Malcolm made a good start to the 20 minute race and circulated at his usual high speed not far behind Adams and Birley. That state of affairs only lasted until the safety car came out and led the field around at reduced speed, while an accident was being cleared up by track marshals.

This, of course, had the effect of closing up the 22 car field into one long queue. When the safety car returned to the pit road Malcolm leapt at the opportunity to pass Adams at Paddock Hill Bend - as he thought that the latter had been holding him up prior to the safety car's intervention.

This belief was proved to be correct by the fact that there was a 13 sec gap between the two Fords at the race finish. In fact, when the chequered flag was shown, our man was not only in a very secure second place but he was also only 0.2 sec behind race leader Rod Birley.

On the 11th and final lap Malcolm also had the great satisfaction of setting the fastest lap time of the race – by circulating in 1min 39.78 (87.8 mph).

Malcolm and his Ford Escort Cosworth made a third and final visit to the Kentish race track for a British Automobile Racing Club Raceday meeting. At this event the usual format of a pair of QMSCC races, on the Indy Circuit, was used.

His car ran really well in practice and became the fastest of the 22 competitors when he posted a time of 52.1 sec (83.5 mph) on his sixth lap. But pole position once again just eluded him because Rod Birley, in his all conquering Ford Escort WRC, notched up a time that was an infinitesimal 0.018 sec faster, right at the end of the practice session.

Just before the first race the Cosworth engine in Malcolm's car's developed a misfire and there was a bit of a rush to change some parts in order to try to cure it.

Despite his car thus underperforming somewhat, Malcolm managed to circulate quickly enough for the 15 minutes duration of the first race to keep all of the other 21 competitors behind him – except Rod Birley.

Even so Birley was not that much in front of the Green Belt race ace when the chequered flag was shown, after 17 laps had been completed. Malcolm actually crossed the finish line on the Brabham Straight 3.8 sec behind Birley.

More engine parts were changed before the second 15 minute race in somewhat desperate effort to improve the power output of the car's 2000cc turbocharged engine.

Sadly this was to no avail. Although Malcolm's Escort was second, behind Birley's similar car for the first two laps, he was overtaken by Andy Banham, in his Subaru Impreza, on lap three.

Worse was to come when he was demoted to fourth place by Paul Adams in his Ford Focus, which passed him during the very next lap. Actually that did not really matter. This was because, five laps later, Adams's Focus dropped back to ninth place with engine problems. This put Malcolm back into third spot.

Perhaps to Malcolm's relief this race was not destined to run its full length. The safety car came out and led the field around at a much reduced speed because of a crash. As soon as it went back into the pit road the chequered flag was shown at the finish line - with only 14 laps, of the expected 17, having been completed.

A post race detailed examination of the car's engine showed that the problem was rather more serious than was at first thought. Some pistons were cracked.

The replacement pistons have to be ordered from a supplier in the USA. This means that they will not arrive in this country in time for Malcolm to have his car ready to compete in the last pair of races in this year's QMSCC series.

ROBERT TAYLOR


GBMC/ENFIELD SOUTHGATE CONSERVATIVE ASSOCIATION

SOUTH BRANCH CAR TREASURE HUNT

Sunday 8th October 2017

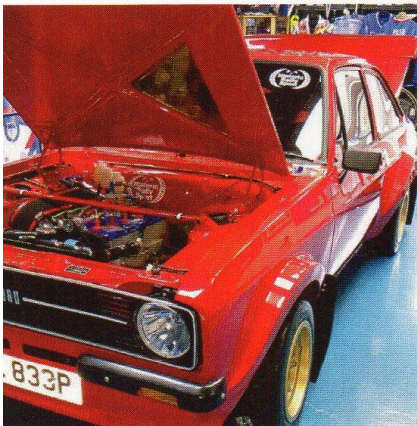
OFFICIAL RESULTS

1st	<i>Brian Aldridge / Chris Deal / Melanie Camp</i> <i>(Honda Jazz)</i>	325 pts
2nd	Roger Evans / Jan Evans / Phil Parker / Lynne Cawt (Fiat Punto)	275 pts
3rd	Ian, Emma, Lucy, Arthur & Dolly Bishop-Laggett (Peugeot 807)	270 pts
4th	<i>Donald Berry / Desmond Meldrum /</i> <i>Felicity Brown / Ian Bennett</i> <i>(Volkswagen Golf)</i>	240 pts
5th	<i>David Hughes / Ian Davies / Paul Richardson</i> <i>Sally Ann McLachlan (Range Rover Sport)</i>	210 pts
6th	<i>Holly Bailey / Jim Perkins</i> <i>(Ford Fiesta)</i>	155 pts
7th	Paul, Tuba & Alec Mandell (Mazda CX5)	-10pts
8th	Tony & Liz French (Hyundai Getz) <i>Expert crews in italics</i>	Ret.



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Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

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